

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application.

Listing of Claims:

1-6. (Canceled)

7. (Currently Amended) The shock absorber of claim ~~[[1]]~~ 58 wherein said shock absorber further comprises a sleeve extending between said first and second cylinders, said sleeve sealingly engaging said first and second cylinders so as to define a sleeve cavity therebetween, said sleeve being telescopically displaceable with respect to at least one of said first and second cylinders to allow for relative axial displacement of said first and second cylinders.

8. ~~(Withdrawn)~~ ^{Original} The shock absorber of claim 7 wherein said sleeve is provided with a valve means for adjusting gas pressure within said sleeve cavity.

9. ~~(Withdrawn)~~ ^{Original} The shock absorber of claim 7 wherein said sleeve is axially displaceable with respect to both of said first and second cylinders.

10. (Currently Amended) The shock absorber of claim 7 wherein a first annular cavity is defined in an overlap region between said first cylinder and said sleeve, opposing axial ends of said first annular cavity being respectively defined by a first seal means fixed to said first cylinder and sealingly engaging said sleeve and a second seal means fixed to said sleeve and sealingly engaging said first cylinder.

11. ~~(Withdrawn)~~ ^{Original} The shock absorber of claim 10 wherein said first annular cavity communicates with said first piston chamber, a cross-sectional area of said first annular cavity measured in a plane perpendicular to a longitudinal axis of said piston rod being substantially equal to a cross sectional area of said piston rod.

12. (Currently Amended) The shock absorber of claim 10 wherein said first annular cavity is provided with a valve means for adjusting gas pressure therein.

13. (Currently Amended) The shock absorber of claim 10 wherein a second annular cavity is defined in an overlap region between said second cylinder and said sleeve, opposing axial ends of said second annular cavity being respectively defined by a first seal ~~means~~ fixed to said second cylinder and sealingly engaging said sleeve and a second seal ~~means~~ fixed to said sleeve and sealingly engaging said second cylinder.

14. (Previously Presented) The shock absorber of claim 13 wherein said second annular cavity communicates with said second piston chamber, a cross-sectional area of said second annular cavity measured in a plane perpendicular to a longitudinal axis of said piston rod being substantially equal to a cross sectional area of said piston rod.

15. (Currently Amended) The shock absorber of claim 13 wherein said second annular cavity is provided with a valve ~~means~~ for adjusting gas pressure therein.

16. ^{Original}
(Withdrawn) The shock absorber of claim 7 further comprising first and second coil springs, said first coil spring being associated with said first cylinder and having a first end axially fixed with respect to said sleeve and a second end axially fixed with respect to said first cylinder, said second coil spring being associated with said second cylinder and having a first end axially fixed with respect to sleeve and a second end axially fixed with respect to said second cylinder.

17. (Currently Amended) The shock absorber of claim 16 wherein said first and second coil spring first ends are axially fixed with respect to said sleeve by ~~means~~ of an annular end plate fixed to said sleeve between said first and second cylinders.

18. ^{Original}
(Withdrawn) In combination, a first shock absorber according to claim 10 and a second shock absorber according to claim 10, wherein said first annular cavity of said first shock absorber is filled with liquid and is operatively associated with said sleeve cavity of said second shock absorber such that a decrease/increase in the volume of said first annular cavity of said first shock absorber provides an increase/decrease in gas pressure in said sleeve cavity of said second shock absorber.

19. ^{Original}
(Withdrawn) The combination of claim 18 wherein said first annular cavity of said first shock absorber communicates with a first end of a control cylinder and said sleeve cavity of said

second shock absorber communicates with a second end of said control cylinder, a control cylinder dividing piston being disposed within said control cylinder isolating said first annular cavity of said first shock absorber and said sleeve cavity of said second shock absorber.

20. ^{Original} (Withdrawn) The combination of claim 19 wherein said control cylinder dividing piston is provided with a piston rod sealingly received in a reduced cross section portion of said control cylinder toward said control cylinder first end such that an extending end of said piston rod isolates said first annular cavity of said first shock absorber.

21. (Currently Amended) The combination of claim 18 wherein the first annular cavity of said second shock absorber is filled with liquid and is operatively associated with said sleeve cavity of said first shock absorber such that a decrease/increase in the volume of said first annular cavity of said second shock absorber provides an increase/decrease in gas pressure in said sleeve cavity of said ~~second~~ first shock absorber.

22-57. (Canceled)

58. (Currently Amended) A shock absorber comprising:

a first cylinder having a liquid filled first piston chamber, said first piston chamber being sealed from the atmosphere;

a first piston received in said first piston chamber, said first piston being axially displaceable through said first piston chamber;

a first dampener providing for dampened axial displacement of said first piston through said first piston chamber;

a second cylinder having a liquid filled second piston chamber, said second piston chamber being sealed from the atmosphere, said second cylinder being axially aligned with said first cylinder, said first and second cylinders being mutually axially displaceable;

a second piston received in said second piston chamber, said second piston being axially displaceable through said second piston chamber;

a second dampener providing for dampened axial displacement of said ~~first~~ second piston through said ~~first~~ second piston chamber;

a piston rod axially extending between and into said first and second piston chambers, first and second axial ends of said piston rod being connected to said first and second pistons, respectively; and

mountings for securing said first and second cylinders to a body and wheel suspension of a vehicle, respectively.

59. (Previously Presented) The shock absorber of claim 58 further comprising:

a sealed first gas chamber located within said first cylinder at an end thereof distal to said piston rod; and

a first dividing piston received in said first cylinder, said first dividing piston separating said first piston chamber and said first gas chamber, said first dividing piston being axially displaceable within said first cylinder.

60. (Previously Presented) The shock absorber of claim 59 wherein said first gas chamber is operatively associated with a valve for adjusting gas pressure in said first chamber.

61. (Previously Presented) The shock absorber of claim 59 further comprising:

a sealed second gas chamber located within said second cylinder at an end thereof distal to said piston rod; and

a second dividing piston received in said second cylinder, said second dividing piston separating said second piston chamber and said gas chamber, said second dividing piston being axially displaceable within said second cylinder.

62. (Previously Presented) The shock absorber of claim 61 wherein said gas chamber is operatively associated with a valve for adjusting gas pressure in said second gas chamber.

63. (Previously Presented) The shock absorber of claim 58 further comprising:

a third cylinder;

a third piston received in said third cylinder, said third cylinder being axially displaceable through said third cylinder; said third piston dividing said third cylinder into a first sub-chamber and a second sub-chamber; and

a first conduit communicating said first piston chamber with said first sub-chamber; wherein said second sub-chamber contains a gas.

64. (Previously Presented) The shock absorber of claim 63 wherein said second sub-chamber is operatively associated with a valve for adjusting gas pressure in said second sub-chamber.

65. (Previously Presented) The shock absorber of claim 63 further comprising:

a fourth cylinder;

a fourth piston received in said fourth cylinder, said fourth piston being axially displaceable through said fourth cylinder; said fourth piston dividing said fourth cylinder into a third sub-chamber and a fourth sub-chamber; and

a second conduit communicating said second piston chamber with said third sub-chamber; wherein said fourth sub-chamber contains a gas.

66. (Previously Presented) The shock absorber of claim 65 wherein said fourth sub-chamber is operatively associated with a valve for adjusting gas pressure in said fourth sub-chamber.

67. (Previously Presented) The shock absorber of claim 58 further comprising first and second coil springs, said first coil spring being associated with said first cylinder and having a first end axially fixed with respect to said piston rod and a second end axially fixed with respect to said first cylinder, said second coil spring being associated with said second cylinder and having a first end axially fixed with respect to said piston rod and a second end axially fixed with respect to said second cylinder.

68. (Previously Presented) The shock absorber of claim 67 wherein said first and second coil spring first ends are axially fixed with respect to said piston rod by means of an annular end plate fixed to said piston rod between first and second cylinders.